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REMARKS

By this amendment, claim 1 has been amended to more clearly define what the Applicants regard as the invention. Claims 20-22 have been added. No new matter has been added.

Claims 1-22 are currently pending in the application. Reconsideration and allowance of all of the claims are respectfully requested in view of the foregoing amendment and the following remarks.

In regard to the Rejection of Claims 1-12 and 16-19 Under 35 USC § 103(a)

The Examiner has rejected claims 1-12 and 16-19 under 35 U.S.C. 103(a) as being unpatentable over Simard in view of Sills and Craig. Applicants respectfully disagree.

The Examiner's attention is respectfully directed to the following element of claim 1:

an internal combustion engine supported by the ride plate
and disposed in the second compartment and below the
seat;

The above element of claim 1 is not taught by the combination of Simard, Sills and Craig, irrespective of whether there is any motivation to combine these references, and expressly reserving the right to argue thereagainst in the future.

Simard does not teach the above element of claim 1. The Examiner's attention is directed to the following recitation in paragraph [0055] of Simard:

The space between the hull 12 and the deck 14 forms a volume commonly referred to as the engine compartment 20 (shown in phantom). Shown schematically in FIG. 1, the engine compartment 20 accommodates an engine 22 ...

It will be apparent from the above recitation that Simard teaches an engine disposed in a compartment defined between the hull and the deck, which corresponds to the "first compartment" recited in claim 1 of the present Application. As such, Simard does not disclose "an internal combustion engine ... disposed in the second compartment".

For its part, Sills also fails to disclose the above element of claim 1. The Examiner's attention is respectfully directed to Figures 4 and 5 of Sills. It will be apparent that the engine

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in Sills is supported by the bottom 22 of the hull 12, and not by the ride plate, and that the engine is below the protective shroud 29 and not below the seat.

Furthermore, Sills fails to teach a "second compartment" as recited in claim 1. Claim 1 recites a second compartment defined by the tunnel and the ride plate, where the tunnel is defined laterally by the hull. The Examiner's attention is respectfully directed to Figures 1, 2, 4 and 5 of Sills, from which it will be apparent that the engine in Sills is disposed within a chamber defined laterally by the protective shroud 29 and on the bottom by the bottom 22 of the hull 12. As such, Sills fails to teach a second compartment as recited in claim 1, and by extension fails to teach an engine disposed therein.

In addition, Craig fails to teach the above element of claim 1. The Examiner's attention is respectfully directed to Figure 3 of Craig, from which it will be apparent that Craig merely discloses a mounting opening 134 in the keel of the boat where an insert is installed. Craig does not disclose any details regarding the housing of the power unit at all. Therefore, Craig fails to disclose a second compartment, and by extension fails to disclose an internal combustion engine disposed therein.

Therefore, at least one element of claim 1 is not taught by the references cited by the Examiner, alone or in combination, and the Examiner is requested to withdraw his rejection of claim 1 and claims 2-12 and 16-19 depending therefrom.

In regard to the Rejection of Claim 13 Under 35 USC § 103(a)

The Examiner has rejected claim 13 under 35 U.S.C. 103(a) as being unpatentable over Simard in view of Sills and Craig, and further in view of Sonnleitner. Applicants respectfully disagree.

The Examiner's attention is respectfully directed to the following element of claim 1, from which claim 13 depends:

an internal combustion engine supported by the ride plate
and disposed in the second compartment and below the
seat;

As argued above in respect of claim 1, the above element of claim 1 is not taught by Simard, Sills or Craig, alone or in combination. In addition, Applicants respectfully submit that the above limitation is not taught by Sonnleitner.

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The Examiner's attention is directed to Figure 50 of Sonnleitner. It will be apparent that Sonnleitner does not teach first and second compartments, and as such does not teach or motivate an engine disposed in a second compartment as recited in claim 1.

Therefore, at least one element of claim 13 is not taught by the references cited by the Examiner, alone or in combination, and the Examiner is requested to withdraw his rejection thereof.

Miscellaneous Amendments

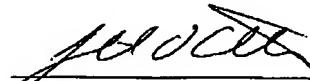
New claims 20-22 depend from claim 1, and therefore incorporate all of the elements recited in claim 1. As argued above, the Applicants believe that claim 1 is allowable, and therefore claims 20-22 should be allowable as well for that reason alone, as well as for the features recited therein.

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In view of the above remarks, the Applicant respectfully submits that all of the currently pending claims are allowable and that the entire application is in condition for allowance.

Should the Examiner believe that anything further is desirable to place the application in a better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number listed below.

Respectfully submitted,



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